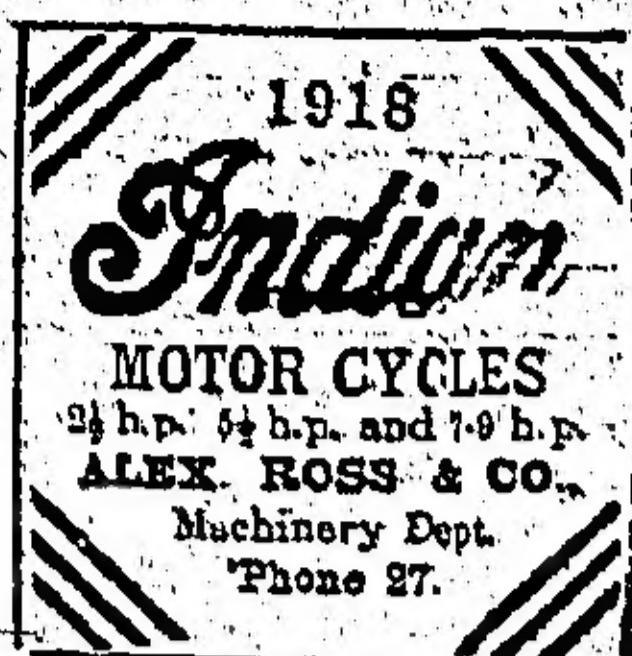


MUMNEYA
Japanese Photographers
All kinds of Photographic Work done in latest styles
also Passport Photos
Developing and Printing for
Amateurs & Specialty.
No. 34, Queen's Road Central
TEL. 254.

The China Mail

ESTABLISHED 1845



No. 17,190.

雙廿月六年八百九千零英

HONGKONG, SATURDAY, JUNE 25, 1915.

午戌大庚年七國民華中

PRICE \$3.00 Per Month.

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.

SOLE AGENTS.

A. S. WATSON & CO. LTD.
WINE & SPIRIT MERCHANTS
HONGKONG
TEL. 616.



NOTICE.

ANY EUROPEAN Non ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Colony Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1912. Forms of Registration and the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$50.

NORTH BRITISH & MERCANTILE INSURANCE CO
WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.,
AND
THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1914,
£23,970,367.
I—Authorized Capital £6,000,000.
Subscribed Capital £4,500,000.
Paid-up Capital £2,437,500
II—Fire Funds... 3,837,041
III—Life & Annuity Funds... 17,567,390
Sinking Fund Account... 128,230
£23,970,367

Ravenna Fire Branch... £2,831,484
" Life and Annuity " 2,141,563
Branches... 337,23
Ravenna Marine Department... 475,84
Other Receipts... 25,339,255

The Accumulative Funds of the various Branches are separately invested, and by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOME & CO.

Agents.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WORK DAYS
7.00 a.m. to 4.00 p.m. Every 15 minutes
8.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m. to 12.30 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 2.45 p.m. Every 15 minutes
2.45 p.m. to 3.00 p.m. Every 10 minutes
3.00 p.m. to 3.45 p.m. Every 15 minutes
3.45 p.m. to 4.00 p.m. Every 10 minutes
NIGHT CARS
8.00 p.m. to 9.30 p.m. to 11.00 p.m. every half hour
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS
5.00 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.30 a.m. to 12.30 p.m. Every 15 minutes
12.45 p.m. to 1.00 p.m. Every 10 minutes
1.00 p.m. to 1.30 p.m. Every 15 minutes
1.30 p.m. to 1.45 p.m. Every 10 minutes
1.45 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 2.45 p.m. Every 10 minutes
2.45 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 3.45 p.m. Every 10 minutes
3.45 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 4.45 p.m. Every 10 minutes
NIGHT CARS on Week Days.

SATURDAYS

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

Season and punch tickets available for all cars not already fully running at the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradors or presenting Bank Note.

JOHN D. HUMPHREYS & SON
General Managers.

BUSINESS NOTICES.

W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.

HONGKONG, CANTON & MACAO
STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—To Macao daily at 8 a.m. (Sundays 9 a.m.) and 2 p.m. (Sundays 1 p.m.).
From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).

Further information may be obtained at the Company's Office, Hotel, Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.



BY APPOINTMENT

WATSON'S PYERIS.

REGISTERED.

An exact reproduction of a well-known Spa at half the price.
Blends perfectly with Spirits, especially Whisky.

"A little learning is a dangerous thing.
Drink deep or touch not the Pyramus Spring;
Then shallow draught intoxicate the Brain
And drinking deeply sober us again." Pope.

Pints 90 cts. Per Doz.
Splits 60 "

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS

"NESTOR"
SANITARY FLUID.

RELIABLE DISINFECTANT.

Two table spoonfuls to a gallon of water for washing floors, &c., is most useful for the destruction of Fleas.

Per Pint Tin 50 cents.
Per Gallon Tin \$2.50.

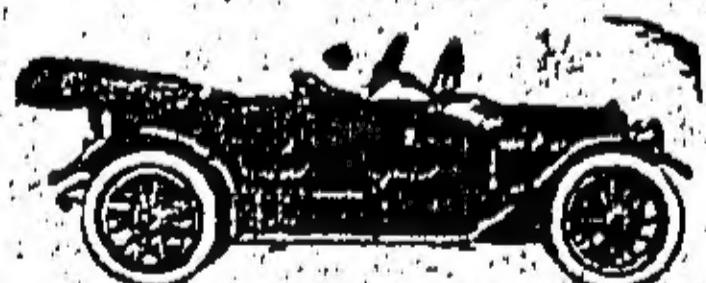
VICTORIA DISPENSARY,

32, Queen's Road Central.
Telephone 288.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

CHANDLER
HUDSON
AND
OVERLAND
MOTOR
CARS



TELEPHONE 482

COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

TO THOSE GOING AWAY

Keep in touch with local happenings
by subscribing to

THE OVERLAND CHINA MAIL

All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE

IT WHILE AWAY.

Price 813 per Month, including Postage.

CAN BE MAILED TO ANY ADDRESS FROM THE

“CHINA MAIL” OFFICE.

TANG YUK Dentist, successor of

the late SIEU TING.

14, DAULUAR STREET.

TERMS VERY MODERATE

Consultation free.

BUSINESS NOTICES

A WORLD-WIDE REPUTATION FOR
over THREE-QUARTERS of a CENTURY

WILKINSON'S

ESSENCE OR PLIING EXTRACT OF RED JAMAICA

pronounced by the HIGHEST MEDICAL AUTHORITIES

THE LATEST & MOST
VALUABLE REMEDY FOR

WILKINSON'S INDISPENSABLE TO

SARASAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES

A. S. Watson & Co., Hongkong Dispensary.

Victoria Dispensary, Queen's Dispensary.

LONDON, June 20.

THE WAR. TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

THE BATTLE IN ITALY.

"SITUATION QUITE SATISFACTORY."

LONDON, June 20.

The flooding of the Piave washed away all bridges except four, but the Austrians speedily constructed temporary foot-bridges, and the river is now subsiding. Apparently the Italians are unable to take full advantage of the awkward position of the Austrians at present.

Out of 58 Divisions the Austrians have so far engaged well over thirty.

The situation continues quite satisfactory.

BRITISH WAR CABINET'S CONGRATULATIONS.

LONDON, June 20.

The Press Bureau announces that Mr. Lloyd George has telegraphed to Signor Orlando as follows:

"The Imperial War Cabinet, representative of all the peoples and nations of the British Empire, desire to congratulate the Italian Army on the splendid defence they have made in the great battle now in progress."

The War Cabinet has watched with pride and admiration the unwavering courage with which the brave soldiers of Italy, in company with the French and British, have repelled the offensive conducted with the whole strength of the Austro-Hungarian Army. This great success

has been a deep source of encouragement to the Allies. Coming at the most fateful hour of the whole war it is a good augury that the alliance of free nations will be long free the world once and for all from the military domination which has threatened it so long.

IMMENSE EXCITEMENT IN AUSTRIA.

THE REDUCED BREAD RATION.

GERMAN PROMISES BROKEN.

AMSTERDAM, June 20.

A message from Vienna states that the reduction of the bread ration has caused immense excitement throughout the Monarchy and the sharpest of Press protests irrespective of party. Immediate German and Hungarian help is demanded.

The executive of the German Socialists in Austria has urgently appealed to the workers to abstain from excesses or interruption of work pending decisions by the Vienna Workers' Council.

A message from Basel says the Vienna Workmen's Council is protesting against the reduction and demands general peace as soon as possible.

The Vienna City Council has issued a statement in reference to the reduction of the bread ration. It says that Germany promised some weeks ago to supply the Austrian Army and civilians with meal including German stocks. Deliveries were at first regular but for eight days past Germany has been in arrears. 2,000 wagons of meal are being un-delivered. No meal has been distributed for a week in the munition districts of Austria.

The situation is very acute at Prague, Brunn, and Galicia. Urgent telegrams have been sent to General Ludendorff, besides others previously mentioned, and the Ambassador at Berlin has made representations.

When the Burgomaster received the unexpected notification of the reduction of the bread ration, he refused responsibility for order in Vienna and requested at least peace and tranquillity. This was refused and then he again telegraphed to Berlin and Munich asking for protection.

(Continued on Page 5.)

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOME & CO.

GENERAL MANAGERS

THE HONGKONG HOTEL
AND
GRILL ROOM

J. H. TAGGART

MANAGER

THE PEAK HOTEL.

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.

Under the Management of

Mrs. BLAIR.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 43, Connaught Road Central, Hongkong. Telephones No. 452. Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 8.

Estimated furnished on application.

Hongkong, April 1, 1915.

WONG PING WA, Manager.



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.
Codes used
Bentley's
A. B. C. 4th & 5th Editions
A 1 Telegraphic Code.

Telegraphic Address
"HUGHES" HONGKONG.



PUBLIC AUCTION.

THE Undersigned have received instructions from the Rembrandt
EXTREME COURT, to sell by Public
Auction,
MONDAY,

the 24th June, 1918, at 11 a.m.,
at the CENTRAL POLICE STATION,

158 Bags

WOLFRAM ORE.
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, June 17, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. DON CHONG
Kee, to sell by Public Auction.

MONDAY AND TUESDAY,
the 4th and 5th June, 1918, commencing
each day as 2.30 p.m. at his premises
"The Old Post Office Building" Queen's
Road Central,

A LARGE CONSIGNMENT OF
CHINESE PORCELAINS,
EMBROIDERIES, KAKEMONOS,
IVORY AND JADE CARVINGS,
&c., &c., &c.

Comprising:—

A large variety of 3 and 3 coloured
Vases, bowls, Plates and Flower Holders,
Blue and White Figures, Ginger Jars,
Buddha and Wall Plaques, Pekineses
Cloisonne, Amber and Porcelain Staff
Bottles, Carved Bamboo Ware, Jade
stones and Ivory Carvings, etc.
(Full Particulars from Catalogue).
On view from Saturday the 13th inst.
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, June 11, 1918.

514

INTIMATIONS



MITSUBISHI SHOJI
KAISHA, LTD.

(Mitsubishi Trading Co.)

COAL, GENERAL IMPORTS and
EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OOEI, MUTABE,
KISHIDARE, YOSHINOTANI,
HOJO, NAMAZU, SAYO, KANADA,
SHINBEN, KAMIYAMADA, BIJAI,
and OYUBAE COAL MINES.

AGENTS FOR SAKITO COAL

Head Office:—TOKYO.

Branches and

Representatives:—

Nagasaki, Karatsu, Wakamatsu, Moji,
Kure, Osaka, Tsuruga, Nagoya,
Yokohama, Tokyo, Hakodate, Muroran,
Otaru, Vladivostock, Peking, Tianjin,
Dairen, Tsingtao, Hankow, Shanghai,
Taipei, Hongkong, Canton, Haiphong,
Manila, Singapore, Calcutta, London
and New York.

Cable Address:

Hongkong: "IWASAKI".
Canton, Haiphong: "IWASAKISAI".
Codes:—Al, A. B. C. 5th Ed.,
Western Union and Bentley's.

Agency for:—THE OSAKA MARINE
& FIRE INSURANCE CO.,
LTD., OSAKA.

For Particulars, apply to—

S. KAWATE, Manager.
No. 14, PEDDER STREET, HONGKONG.

METEOR GARAGE



Sole distributors of

MAXWELL CARS.

Automobiles for Hire and
for Sale

at reasonable Price.

Phone 2500.

65 Des Voeux Road

Central. [338]

TO LET

TO LET.

No. 4, MORRISON HILL, from
1st July.

Apply to—

THE TREASURY.

Hongkong, June 5, 1918.

497

TO LET:

No. 7, STEWART TERRACE,
No. 63, THE PEAK.
4-roomed FLAT, No. 56, The Peak.
"STANTON LODGE" Mount Pleasant,
Kennedy Road level.

Apply to—

LINSTEAD & DAVIS,
Hongkong, June 1, 1918.

483

TO LET.

A FLAT in Nathan Road, Kowloon.
Four roomed HOUSES in Kowloon.
A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings,
Hongkong, August 22, 1917.

TO LET.

No. 57 THE PEAK, "LUSTLEIGH"
HOUSES on Sheung Wan, Canton.
Apply to—

THE HONGKONG LAND INVEST.
MENT & AGENCY CO. LTD.

LESSONS IN CHINESE.

Mr. LI HON PAN, a Chinese graduate in
Literature, has been a teacher to European
Officials and Merchants in this Colony for ten years.
He has also taught English to Chinese students, and is possessed
of a private certificate in a Chinese fashion. He
can also teach English to Chinese students.

Those who intend learning the Chinese language
are requested to write to the China Mail Office or
direct to Mr. Li Hon Pan, 10, Nathan Road, Kowloon.

FRENCH LESSONS

G. MOUSSEAU.

15, Morrison Hill Road.

THE HONGKONG WAR BOND DRAWING.

THE FULL LIST.

For the benefit of those who obtained
copies of our first issue yesterday contain-
ing an incomplete list of the
drawings we reproduce the full list as it
appeared in our latest edition last
evening:—

Ticket Number.	Price Number.	Amount of Price.
11,820	1	\$176,250
54,024	2	52,873
80,113	3	35,250
64,260	4	10,000
10,006	5	10,000
87,813	6	7,500
01,730	7	7,500
19,273	8	5,000
40,418	9	5,000
25,302	10	2,500
45,004	11	2,500
65,186	12	2,000
88,312	13	2,000
20,647	14	2,000
40,739	15	2,000
18,150	16	2,000
14,925	17	1,000
33,730	18	1,000
00,548	19	1,000
61,404	20	1,000
45,450	21	1,000
08,627	22	1,000
43,561	23	700
36,287	24	700
46,220	25	700
08,372	26	700
50,250	27	700
53,080	28	700
18,450	29	700
02,483	30	700
15,646	31	700
72,301	32	400
94,800	33	400
40,540	34	400
01,864	35	400
77,290	36	400
41,403	37	400
62,764	38	400
01,721	39	400
30,529	40	400
24,182	41	400
74,619	42	400
50,808	43	400
06,360	44	300
50,538	45	300
04,471	46	300
01,074	47	300
80,837	48	300
40,788	49	300
02,698	50	300
11,518	51	300
49,941	52	300
22,826	53	300
63,333	54	300
23,000	55	300
87,753	56	300
05,376	57	200
76,293	58	200
58,376	59	200
49,462	60	200
26,450	61	200
27,526	62	200
63,601	63	200
54,232	64	200
76,010	65	200
02,076	66	200
17,028	67	200
50,808	68	200
61,134	69	200
42,820	70	200
10,375	71	200
70,244	72	200
21,136	73	200
07,574	74	200
07,551	75	200
62,298	76	200
60,335	77	200
90,767	78	200
49,310	79	200
18,748	80	200
40,506	81	100
93,683	82	100
00,867	83	100
72,438	84	100
55,808	85	100
92,808	86	100
69,463	87	100
13,270	88	100
39,562	89	100
26,752	90	100
24,718	91	100
13,583	92	100
07,017	93	100
67,017	94	100
55,638	95	100
00,867	96	100
72,438	97	100
55,808	98	100
92,808	99	100
80,975	100	100
31,590	101	100
44,070	102	100
	103	25

COUGHING INTO CONSUMPTION

"Only a Cough", but you stop
it while it is ONLY a cough.

LONDON BANKERS:

Capital and Counties Bank, London,
and South-Western Bank, Paris Bank.

The Bank has Correspondents in the
Commercial centres of Russia, Man-

churia, Indo-China, India, Philippines,

Java, Australia, New Zealand, and
Singapore, Siam, Szechuan, and
Nanking.

WATSON'S
OLD
BROWN BRANDY
25 YEARS IN WOOD.

A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
TELEPHONE 616.

To-day's Advertisements

WANTED.

SMALL FURNISHED HOUSE at Peak for months August and September.
Write stating terms and particulars to
Box No. 18.
Co. "CHINA MAIL" Office,
Hongkong, June 22, 1918.

TENNIS TOURNAMENT.

S. E. GREEN v. NG SZE KWONG.
AN ENDEAVOUR will be made to
PLAY this match on MONDAY,
the 24th inst at 4.30 p.m. Stand ticket
holders should change their tickets at
MOUNTIES LTD.
Any tickets not taken up will be sold
on the ground.

P. M. HODGSON,

Hon. Secretary.

2nd June, 1918.

The China Mail.

HONGKONG, SATURDAY, June 22, 1918.

JAPANESE LOANS TO CHINA.

Few things are more noteworthy in a survey of affairs in China at the present time than the constant references to borrowings from Japan. In the course of a single week we hear of a contract being signed for a loan of \$20,000,000, for the construction of a railway from Kirin to Harbin; of another loan of yen 3,000,000 for the readjustment of the reserve of the Provincial Government Bank of Manchuria; of negotiations between the Chinese Government and the Industrial Bank of Japan for a loan of Y30,000,000 "to be used" for the establishment of a new currency system in China; and, to-day a report comes over the wires of negotiations for a Japanese loan of \$100,000,000 on the security of the land tax of the whole country.

Since the beginning of the great war Japanese money has been flowing freely into China, and two or three months ago we saw it computed that since the outbreak of the war China had obtained \$80,000,000 from Japanese sources, exclusive of a number of small loans recently obtained, or agreed upon but not consummated. Since that computation was made there have been many additions to the list besides those above enumerated.

The point of serious importance is: To what purpose is all the money raised being applied?

It is generally acknowledged that most of the money raised during the last few months has been devoted to military operations.

Or has been given in lump sums to wavering military Governors to cement their loyalty?

Or has been given to the hospitals in France.

The murder of Mr. Graham, a British missionary, in Fukien, by pirates, was discussed by the Cabinet in Peking on Saturday last, it is reported and the Government decided to send special delegates to Foochow to make investigations. The Chinese Government offers adequate compensation to the relatives of Mr. Graham and promises to devise means to prevent a similar occurrence in future.

A party of experts and Navy men left for Taiwan (Formosa) on the 10th June to start the prospecting of oil-fields in the island colony.

The Japanese Navy has discovered two promising fields there, and now the undertaking is being carried on with the assistance of the Nippon Oil Company.

Government are prepared to sign contracts and the lenders can get them registered at the Legation; they will trust to the Legation to see that the money is somehow recoverable. This development, however, is manifestly one of serious significance from many points of view.

THE DEPORTATION OF GERMANS.

It does not seem from the paragraphs appearing in Chinese papers on the subject that rapid progress is being made, with arrangements for the deportation of Germans from China, but we have to take news on such a subject in the Northern Chinese papers *cum grano salis* for it is evidently often of German inspiration.

The Tschun in whose jurisdiction Shanghai is situated is represented as pleading with the Government to refuse the request for the deportation of the Germans. He seems to regard the deportation as something derogatory to the sovereignty of China,

and he adds that "the Germans in Shanghai prefer death to deportation."

All which is, of course, bungcombe!

Another paragraph represents the Premier as now being opposed to deportation. It says that at an interview which he gave to the British Minister a few days ago, the Premier said that "since, an agreement had been arrived at between France and Germany by which no enemy subjects of either country would be deported, China would follow the example set and permit enemy subjects to remain in the country under present regulations."

Well, may the reader exclaim, how do such things get into the papers! Even the readers of Chinese papers may be credited with a sufficient knowledge of affairs to know that this alleged agreement between France and Germany is too ludicrous to be believed.

NEWS OF THE DAY.

LOCAL AND GENERAL.

A Y.M.C.A. campaign has been started at Shanghai to raise \$250,000 for a new building.

There are now 3,000 members of the China and Japan War Savings Association whose headquarters are at Shanghai.

A French visitor to Nagasaki was arrested recently for taking photographs in the streets of the town and, after examination by the local court, was fined Y. 30.

An endeavour is to be made to replay the tennis match between S. E. and Ng Sze Kwong on Monday. An advertisement on the subject will be found in another column.

A Chinese was arrested at the Kowloon Railway Station yesterday and ten taels of opium dress were found in his possession. He was taken before a Police Magistrate this morning and was fined \$40.

Germans are still reported to be doing the vanishing trick from Tientsin, says Shanghai contemporary. Dornbiller and Hack left some weeks ago and the latter is reported to have reached Berlin. The latest to disappear is Benting and Weil.

The Germans are now being excluded from the Allied Concessions, Hankow, more completely than formerly, says the *C. C. Post*. Unless it is a matter of the first importance they cannot get a permit to enter. This is due to indignation over the bombing of the hospitals in France.

The murder of Mr. Graham, a British missionary, in Fukien, by pirates, was discussed by the Cabinet in Peking on Saturday last, it is reported and the Government decided to send special delegates to Foochow to make investigations. The Chinese Government offers adequate compensation to the relatives of Mr. Graham and promises to devise means to prevent a similar occurrence in future.

A party of experts and Navy men left for Taiwan (Formosa) on the 10th June to start the prospecting of oil-fields in the island colony. The Japanese Navy has discovered two promising fields there, and now the undertaking is being carried on with the assistance of the Nippon Oil Company.

SAFE, SURE, ALWAYS CURES
DO not suffer from cramp, colic or pain in the stomach when Chamboin's Colic, Cholera and Diarrhoea Remedy goes to the right spot and gives immediate relief. Yet you cannot afford to be without it if you are subject to attacks of this kind. For it is by all Chemists and Druggists.

SOCIAL AND PERSONAL.

Mr. M. S. Gubbay, C.I.E., Controller of Currency in India, has been awarded a C.S.I.

Archdeacon King who for more than thirty years has been identified with St. Andrew's Mission, Tokyo, died on the 5th inst after a very long illness. The Archdeacon was 62 years of age.

Mr. W. H. Lewis, former Editor of the *Manila Times*, and a journalist widely known throughout the Far East, is now in France, attacked as a captain to General Pershing's staff. He is assistant to Mr. Martin Egan, his predecessor in the editorial chair of the *Manila Times*, who has been appointed major on the staff of the American commandant. Captain Lewis is a Briton by birth and speaks French fluently.

Mr. J. Bribesius, Belgian Consul-General at Seoul (formerly stationed in Hongkong), has been named as the successor of the former Consul-General at Yokohama, Mr. C. Bastin. He will not, however, assume charge of the Yokohama Belgian Consulate-General for some time.

Mr. J. H. Stewart, for many years an active and popular member of the Marine Engineers Institute at Shanghai, was made the recipient of a present of a case of pipes from his fellow members as a token of their esteem, last week, on his leaving Shanghai for Hongkong. Mr. W. T. Bissett, in making the presentation, said that they were gathered to bid farewell to a greatly esteemed friend and member. He was glad to know that Mr. Stewart was going to Hongkong to take up an important position.

Mr. Stewart had for many years been a valued member of the Institute, had served for many years on the Committee and as Librarian. Mr. Stewart graciously responded and was toasted with musical honours. Mr. J. W. S. Campbell and Mr. E. Auderton also made brief but most complimentary addresses.

THE YAUMATI MURDER CASE.

DEFENDANTS ACQUITTED.

Three Chinese were charged on remand before Mr. J. R. Wood at the Magistrate's this morning, with the murder of two Sampan girls at Yaumati harbour recently.

Inspector Gordon said the Police had investigated the matter thoroughly and had come to the conclusion that the whole affair was the outcome of an accident. They therefore wished to withdraw the charge. With reference to the second charge of robbery, the evidence they had was not sufficient for them to proceed with the case.

His Worship discharged the defendants.

HONGKONG CHESS CHAMPIONSHIP.

The scores recorded during the past week are as follows:

To Lau " " Chan Kwan Chin, To Lau " " Lo Hing Kun (default).

The scores up to date are as follows:

Carvalho	6
Chai Kwan Chu	1
Lo Hing Kun	3
Pollack	4
Ray	6
Siqueira	0
Smith	0
Stevens	14
To Lau	5
Un Kwan Yung	31

The remaining results must be reported by Thursday the 27th June at the latest. Any game not reported by that date will be marked as a loss to both players.

Competitors who have not yet paid their entrance fees are requested to do so at once.

SILVER WEDDING FUND.

7TH LIST OF CONTRIBUTORS.

Mrs. Ho Fook (2nd donation), Mrs. Litt, Mrs. Evans Jones, Mrs. Asper, Mrs. Mansfield, Mrs. Moses, Mrs. Digby, Mrs. Goodwin, Mrs. G. P. Curry, Mrs. Subbings, Miss Eileen Stubbings, Mrs. J. Morris. Total \$430.34.

Lot lists	\$5,798.50
7th list	430.34

The list is now closed.

The total output of the Kailan Mining Administration's mines for the week ending 8th June amounted to 62,048 tons and the sales during the period to 47,717 tons.

Sixty penalties are threatened in Germany against persons spreading alarmist rumours about disease in the Army. Letters from the front are suppressed immediately.

BANKRUPTCY COURT.

A. LEUNG KAI SANG.

In the Bankruptcy Court this morning Sir William Ross Davies, K.C., Chief Justice, heard a petition by Leung Kai Sang trading as Hop Fat.

Mr. G. R. Hayward, appeared for the debtor and asked for a receiving order stating that the assets amounted to \$20,000 and consisted of \$4,800 in Court, \$15,000 good book debts and \$500 in his (Mr. Hayward's) hands. The liabilities were about \$45,000. The petitioner was arrested as an absconding debtor and he put up the amount stated (\$4,800) and his Petition was filed before the money was taken out.

The Official Receiver, Mr. H. A. Nibet, objected to the granting of the order and asked to see the debtor and that Mr. A. H. Crew, as *Amicus Curiae*, being conversant with the facts be allowed to question the debtor.

Mr. Crew said that the sum of \$4,800 which was in Court was money put up to secure the debtor. But for the judgment which the creditor had secured, his Lordship would never have heard the petition. The money in Court was responsible for the bankruptcy proceedings. Mr. Crew said he represented the only creditor in Hongkong; the other creditors were in Canton.

Mr. Hayward disputed this.

Mr. Crew said he was informed that what he said was a fact.

In reply to His Lordship, Mr. Crew said he represented a judgment creditor who had received a judgment, with security for costs, amounting to about \$5,000.

The Debtor stated that he was sole partner in the Hop Fat firm at Fatshan and had carried on business for over ten years. He had done business in Hongkong last year at a shop at West Point, which had since been sold. A fire had occurred in his premises at Fatshan and subsequently he came down to Hongkong to collect the insurance money. Debtor admitted that at that time he was owing the Lai Cheung Wing Hop Kee the sum of \$4,700 and that they were pressing for payment. Debtor also admitted that he received a sum of about \$16,000 on May 2 and that he told the Court bailiff when he called that \$4,000 of the money had been sent to Canton. Also that he made an offer to Mr. Crew's client of 70% in settlement. He said he had liabilities in Canton and could only pay 70%. On the bailiff threatening to arrest him, he produced \$4,000, the amount fixed by the Court, including security for costs, and paid it over to the bailiff.

Mr. Crew: That left you with about \$1,000 which you had either remitted to Canton or had in Hongkong! I did send \$8,000 to Canton and took \$2,000 up myself. Debtor further admitted that all his creditors, except the Tai Cheung Wing Hop Kee, were in Fatshan, and that, as told the bailiff, he produced \$4,000, the amount fixed by the Court, including security for costs, and paid it over to the bailiff.

Mr. Crew: And now you say that your liabilities are about \$45,000 including the \$5,000 due to the Tai Cheung Wing?—They are more. The 40,000 are ticks, not dollars.

Mr. Crew: So that your debts now are the same as when you told the bailiff?—Yes.

Then what have you done with the \$11,000 you sent here to Canton? When I returned to Fatshan all my creditors knew I had collected insurance money. They held a meeting and I had to pay out 30 per cent.

Then why have your liabilities been reduced?—Because I gave them in ticks, previously, and now they are given in dollars. The amount I distributed would not go round at 30 per cent, and my creditors pressed me and I had to come down to Hongkong and seek the protection of the Bankruptcy Court so that the Colony creditors would have to come to Hongkong to collect the money.

After further questions by Mr. Crew, Mr. Hayward protested, stating that the questions should be put at the public examination.

His Lordship: The procedure is certainly novel.

Mr. Crew said he could produce authorities to show that the Court could decline to make an order which was an abuse of the Court.

After further discussion his Lordship adjourned for consideration of the point raised.

Fourteen other small cases were dealt with.

HONGKONG CIVIL SERVANTS.

A REPLY TO CRITICISM.

An interesting article on Conscription in Hongkong has made its appearance in *The Singapore Free Press*.

It is the question of Great Britain and China, a question which will assume great proportions when the war is over. Throughout the 75 years of its history as a Colony, Hongkong has aided powerfully in the uplift and progress of China. This fact can be attested by a visit to any place in China where foreign influences have been at work, e.g. Canton, Shantou and Hankow. There remains for Hongkong a task and privilege of far-reaching moment and significance.

It can be the pioneer in applying the new education and training which the youth of China are receiving under the British flag, more sympathetically, intelligently, resourcefully, penetratingly and permanently to the purposes for which the education is designed,

and, by so doing, advanced the interests

of not only China but also of Britain,

in her relations with the new nation.

One of the chief after-war problems will be our commercial relations with China.

Difficulties will have to be faced;

jealousy even will have to be encountered.

The solution of the problem will be found in mutual sympathy.

In the present war China is playing a part:

she is an Ally, and as an Ally we shall hope to find her in the days of peace.

There is a way for British interests in China and this way will be largely through Hongkong. It is here that

many of the results of the present

education of Chinese will be seen.

There will be competition, of course,

but that we are not afraid.

Great Britain's place and China's place in the New world of the East can be best found and kept by an inward

kinship and comradeship which the

new education is bringing within the

sphere of the practicable and where

TELEGRAMS.

(Continued from Page 1.)

THE WESTERN FRONT.

BRITISH RAIDS.

LONDON, June 20.
Field-Marshal Sir Douglas Haig reports:

We carried out a number of raids in the neighbourhoods of Boulogne, Lens and Givenchy, also in the St. Remy and Ypres sectors. Some led to sharp fighting in which the enemy had many casualties. We took 18 prisoners.

Our artillery and rifle fire dispersed raiders in the neighbourhood of Morlancourt.

Hostile artillery is active between the Somme and the Aisne.

There is considerable reciprocal artillery activity northward of Albert and on the Escaut canal sector.

LONDON, June 20.
Field-Marshal Sir Douglas Haig reports:

The French carried out two successful raids on the night of the 19th inst. in the neighbourhood of Lourm, taking several prisoners.

The British took a few prisoners to the north-east of Metz-en.

We advanced our line slightly this morning north-westward of Merles, taking a few prisoners. We beat off two counter-attacks on our new positions.

There has been active hostile gunnelling during the day in the vicinity of Ayette.

RAIDS BY THE FRENCH.

LONDON, June 20.

A French communiqué states: Detachments penetrated the enemy lines between Montdidier and the Oise and in the region of Bois-le-Châtaignier and brought back twenty prisoners.

GERMAN REPORT.

LONDON, June 20.

A wireless German official report says:

Enemy activity increased on the evening of the 19th on almost the whole of Prince Rupprecht's front. We repulsed strong infantry advances in numerous sectors.

We penetrated deeply the American positions between Maas and Mosel.

LONDON, June 21.
A wireless German official report says:

Enemy partial attacks northward of Alber, to the south-west, of Noyon and to the north-west of Chatou Thierry failed heavily.

WELL IMPRESSED.

LONDON, June 20.

"After hearing a statement by M. Clemenceau, the members of the Army Committee of the Chamber stated that they were well impressed, especially by the number of American troops in France which exceeded all expectations and would soon give the Allies an equality of effectives."

GERMANY AND AUSTRIA.

AUSTRIAN TROOPS FOR WESTERN FRONT REFUSED.

LONDON, June 20.

The Echo de Paris states that, according to trustworthy information, Field-Marshal von Hindenburg three months ago demanded three Austrian Divisions for the Western Front, but the demand was refused on the ground that the Austrian public would not permit the despatch of Austrians thither, but an offensive against Italy was promised to which the German High Command agreed.

BRITISH SQUADRON ATTACKED BY SEAPLANES.

LONDON, June 20.

An Admiralty communiqué states: A British squadron reconnoitring north of Heligoland Bight on the morning of the 19th inst. was attacked by seaplanes. They made no hits. One seaplane was brought down and destroyed by gunfire.

PALESTINE CAMPAIGN.

CAVALRY AND AIRCRAFT OPERATIONS.

LONDON, June 20.
An official report from Palestine states:

Cavalry reconnoitring on the 17th inst. to the east of the Jordan killed a number of the enemy.

Imperial and Australian air-squadrons carried out an extensive bombing raid at El Kebir railway station on the Hedjaz railway on the morning of the 16th inst. Direct hits were obtained on a troop train full of troops and enemy shelter and station buildings were set on fire.

A similar raid was carried out on Amman station on the 18th inst.

THE ALLIES AND GERMANY AFTER THE WAR.

LONDON, June 20.

Mr. Croft, in the House of Commons, asked: Have the Allies agreed to exclude German ships and German goods from Allied ports and territories for progressive periods after the war the longer the Central Powers refuse to accept the Allies' peace terms? Also similarly and progressively to restrict the export of raw materials to Germany?

Mr. Bonar Law replied that the Government was constantly communicating with the Allies, including the United States, on this subject. The question was very complicated. Even if anything had been decided, which was not the case, it would be impossible to make a statement.

BRITISH MOSLEMS.

THEIR WAR SERVICES GRATEFULLY RECOGNISED.

LONDON, June 20.

In the House of Commons, Mr. Bonar Law stated that the Government gratefully recognised the conspicuous war services rendered by our Moslem fellow subjects.

PEERAGE FOR SIR WILLIAM WEIR.

LONDON, June 20.

The Minister of the Air Force, Sir William Weir, has been elevated to the Peerage.

THE LIMBURG RAILWAY TRAFFIC.

AMSTERDAM, June 20.

A Dutch semi-official statement declares that only a maximum of 24 German trains daily run over the Limburg railway. These trains are thoroughly examined by the Dutch Customs and Military officials before being allowed to proceed.

ALIENS IN GREAT BRITAIN.

WHOLE QUESTION TO BE OVERHEALED.

LONDON, June 20.

The papers state that owing to recent complaint Mr. Lloyd George has decided to overhaul the whole question of aliens in Great Britain.

THE DEPORTEES FROM IRELAND.

LONDON, June 20.

In the House of Commons, the Irish Secretary, replying to Mr. Outram, said there was sufficient evidence to enable prosecution of the Irish deportees; but it was not considered necessary or desirable to prosecute.

RECRUITING IN IRELAND.

LONDON, June 20.

At Dublin Sergeant Sullivan, one of the signatories to the anti-recruitment pledge, has joined the Committee promoting voluntary recruiting in Ireland.

AFFAIRS IN SIBERIA.

JAPANESE INTERVENTION?

LONDON, June 20.

The Times Correspondent at Tokio says:

There was a heavy fall on the Stock Exchange on a rumour that a special session of the Diet had been summoned to determine whether Japan should take all steps to counter the German efforts.

BOLSHEVIST GOVERNMENT OVERTHROWN.

LONDON, June 20.

Fighting is proceeding at Omsk, Krasnoyarsk and Ufa. Soviet commanders have telegraphed to M. Lenin that the Soviet rule of the whole of Siberia is threatened. The Siberian Duma has assumed Government and promised to supply Russia with bread if it is just such an embroilment as every family should be provided with. For sale by all Chinese and Soviets.

CHAMBERLAIN'S PAIN BALM.

A touch of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm cures away the pain at once and eases the complaint quickly. First application gives relief. When a bottle of it is kept in the house the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. In fact, for the household ills it is just such an embroilment as every family should be provided with. For sale by all Chinese and Soviets.

EARLIER TELEGRAMS.

SHIPPING AFTER THE WAR.

LONDON, June 20.

The following is a continuation of Reuter's Summary of the Report of the Committee appointed by the Board of Trade to consider the position of shipping and shipbuilding industries after the war:

SURRENDER OF ENEMY SHIPPING DEMANDED.

The enemy countries should be required as a condition of peace to surrender to the Allies all their merchant shipping, whether in enemy or neutral ports at the close of hostilities; to forfeit ships laid up since the outbreak of hostilities in ports of countries that have become involved in the war or have broken off diplomatic relations with them and to restore to the Allies all Allied shipping that may have come into their possession since the outbreak of hostilities. The shipping thus taken over from the enemy should be utilised as far as possible to assist in the demobilisation and to release for trade a proportion of Allied shipping absorbed in transport work. When demobilisation is completed all unsold enemy vessels should be sold at auction in the various countries, the proceeds being treated as part of the common war indemnity to be paid by our enemies. Provided such an arrangement is possible, we think that a scheme of distribution which would secure an allocation of enemy tonnage among the Allies in some rough proportion to the losses sustained by individual Allied countries would offer many advantages, otherwise enemy vessels should be sold at auction in the various countries to the highest bidder of Allied nationality acting on behalf of Allied interests. A condition of sale should prevent retransfer of the vessels to enemy interests for such period as restrictions may be imposed on the enemy's shipping trade generally.

The Shipping Committee declares it is essential at the conclusion of peace that we be prepared to complete annually not less than two million tons of merchant shipping, makes recommendations on the subject, declares that Government control of construction should cease immediately after the war and urges that even during the war, facilities be afforded to builders to construct liner tonnage to owners' own designs with such limitations as are necessary to ensure a rapid output of large carrying capacity.

The Committee recommends that it will be desirable after the war to relax considerably the present licensing system as regards transfer of vessels to enemy flags.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert pressure on neutrals in the matter.

If the Allies decide to take such measures during the early reconstruction period, the building of ships in the Empire for enemy owners and transfer to enemy flags should be prohibited for such time as these measures are enforced. The same result as far as this country is concerned could be largely attained by British ship-builders and shipowners themselves in giving preference to all flags over enemy flags both as respecting building and trading.

The report says that special restrictions on building for the Germans or transfer to the German flag would be useless unless all the Allies, including the United States, act similarly and are prepared to exert

SATURDAY, JUNE 22, 1918

THE CHINA MAIL.

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo.	Due Marseilles 1917.	Due London 1917.

When Passengers change Steamers at COLOMBO,
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S.	Leave Hongkong About

Passenger may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.INTERMEDIATE STEAMERS (Non-
Transhipment),
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FORMARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO
AND PORT SAID.CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROFOUND SAILINGS:

Steamers	Leave Hongkong about	Leave Singapore about	Due at Marseilles if sailing about	Due London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expect of which they have received documents or advice.

Any damaged package must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claim will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailings etc., apply to:

P. L. KNIGHT,
Acting Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S. S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
Shanghai, Kobe & Yokohama	Mishima Maru, 16,000 tons SUN., 23rd June, 11 a.m.	
	Kanagawa Maru, 12,500 tons MON., 24th June, 11 a.m.	
Nagasaki, Kobe & Yokohama	Aki Maru, 13,500 tons SAT., 29th July, 11 a.m.	
	Tango Maru, 13,500 tons SAT., 17th Aug.	

Shanghai, Moji & Kobe

London or Liverpool via Spore, Colombo, Delagoa Bay & Cape Town

Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney

New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal

Bombay via Singapore, Malacca, & Colombo

Calcutta via Singapore, Penang & Rangoon

Omitting Shanghai and/or Moji

Wireless Telegraphy.

HONG-KONG-VICTORIA B.C.-SEATTLE
VIA

Manila, Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimidzu & Yokohama.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru" each of over 20,000 tons displacement.

Next sailing from Hongkong:

Katori Maru, FRIDAY, 19th July, at 11 a.m.

Omitting Manila Eastbound

For further information apply to

NIPPON YUSEN KAISHA,
B. MORI, Manager

Telephone 292 & 293

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, April 22.

THE TOWN OF MY DREAMS.

That an enemy who has, persistently and, spitefully bombarded Rheims Cathedral, provided Ypres

into rubble, Arms into loose masonry,

and is now throwing large cul-
tive shells promiscuously into Paris,

should think of choosing the little

town of my dreams as a target, for

his devilry would be incompre-
hensible, were it not that, when you

have seen the evidences of the

Boche at work, you know exactly

to what extent he is capable of finer

feelings. There was a time within

the past few days when I wondered

if his legions would overwhelm my

little town, wrote Neil Munro, the

Scots novelist; if in his mad bull

charge they would be surging past

the hospital on the "hill of all the

winds," and streaming on through

the square, reach those narrow cob-
ble streets I knew so well little

over a year ago. Those narrow

cobble streets of first impressions!

But it hasn't happened. He is not

there yet. A few unwelcome shells

have arrived as evidence of his

clingrin. That is all.

I have no favour for picuring him

in St. Pol, unless beside those of his

kin who sleep in the graveyard. The

little town has memories I would

not have him spoil by his presence.

If ever he does arrive, I hope the

night of his coming may be as dark

as mine was, that he may lose him-
self as I did, and that his morning

surprise may be in line with my own

for I turned out of my billet at the

stink of the drums and the sound

of the pipes to find the town, teem-
ing with the tartan, and claverous

with the Glasgow accent. "The

H.L.I., by Jove, what brings them

here?"

I sometimes think of the window

of the daring Kirchner drawings

shown cheek by jowl with pictures

of the Virgin Mary, a combination

so quaintly French, so unexpected;

the Y.M.C.A. in the central square,

a canteen and theatre in one; the

Town Hall turned into a cinema

palace; the hotel, with its up-room

reeking with the odour of chlorine

borne by the officers just in from the

Gas School, all eager to moisten their

parched throats. Memory of the

Hotel recalls the night the fiddler

arrived, when the men going home

made merry until the courier came

hot-foot to tell of the train about to

start, and Madam and her friends

joined lustily in "Ault Tlang Syng,"

and never tired asking what meant.

No, no; I would not for worlds

have St. Pol desecrated by the

Boche; but if the worst happens I

hope that the hospitable folk in the

Cafe de la Poste may get timely

warning and travel comfortably in-
land, leaving him only the smell of

garlic, which can never be carried

away.

ROGUES AND VAGABONS.

The tinkers of Scotland, especially

those of them who wander through

the Highland counties, are an old

social problem. But, undeterred by

previous failures, a Government

Committee has brought forward one

more scheme for the reclamation of

the "gang aboot bodies." Of course

one hopes that the scheme will be

successful, still one has one's doubts.

Like most Government documents

the report of the Committee is dry

and factual; though here and there

its paragraphs are quite interesting;

and there are passages illuminative

of the human nature of our roman-

tic vagabonds. The report, for in-

stance, states that black hair, dark

skin, bright dark eyes, and small

regular white teeth are found among

the tinkers in all parts of Scotland.

It also refers to the tinker woman's

love of colour and of jewellery

especially of long ear-rings; to the

male tinker's predilection for horse-

dealing, bubble-playing, and tinker-

ing; and to the presence of a large

number of Romani words in the

speech of the Scottish tinkers.

The tinkers, it seems, are divided

into grades. The "caravans"

people are usually well off; they have

money, and reside in villages in win-

ter, and wander in summer, attend-

ing markets and dealing in hexes.

A second class comes from the south-

ern counties in summer, camp out

sell cheap wares, and "panch, steal, beg, and generally have a good time. They are the sort who love the wind on the beach." A third class lives in caves, rock shelters, and tents, some of them said to be remnants of broken clans.

Curious incidents related of a small

